

predetermined threshold power value, the method further comprises:

determining a driver torque request at the motor;
determining a generator torque reflected at the motor;

summing the driver torque request and the generator torque reflected at the motor;

comparing the sum of the driver torque request and the generator torque reflected at the motor to a maximum motor torque;

determining a new generator torque request if the sum of the driver torque request and the generator torque reflected at the motor is greater than the maximum motor torque, the new generator torque request being based at least in part on a difference between a maximum motor torque and the driver torque request at the motor; and

determining a new motor torque request if the sum of the driver torque request and the generator torque reflected at the motor is less than or equal to the maximum motor torque, the new motor torque request being based at least in part on a sum of the driver torque request at the motor and a requested generator torque reflected at the motor.

18. (New) The method according to claim 17, further comprising:

comparing the new generator torque request to a generator torque request minimum; and

stopping operation of the internal combustion engine if the new generator torque request is less than the generator torque request minimum.

19. (New) The method according to claim 17, further comprising:

comparing the new generator torque request to a generator torque request minimum;

calculating a generator speed based at least on a speed of the internal combustion engine and a speed of the vehicle;

comparing the calculated generator speed to a maximum generator speed; and

stopping operation of the internal combustion engine if the calculated generator speed is greater than the maximum generator speed.

20. (New) The method according to claim 19, further comprising the step of determining the new traction motor torque request if the calculated generator speed is less than or equal to the maximum generator speed.

R E M A R K S

The Abstract

The enclosed Abstract of the Disclosure replaces the Abstract objected to by the Examiner and is believed to be in full compliance with Patent Office guidelines.

The Claims

Claims 1-15 are canceled and replaced with new claim 16-20. The foregoing claim amendments do not introduce any new matter, and are believed to be in full compliance with 35 U.S.C. § 112.

In addition, new claims 16-20 are believed to be patentable over the Japanese Publication 2000-4518 by Kaneko et al. The present invention, in accordance with new claim 1, is directed at stopping operation of an internal combustion engine during reverse drive mode operation of a hybrid electrical vehicle if a benefit power is less than a predetermined threshold power value. The "benefit power" is defined as the difference between the output power of the